

ABSTRACT OF THE DISCLOSURE

Sub B. > Disclosed herein is a drive wheel bearing assembly having a fixed type constant velocity universal joint, coupled to a wheel bearing, mounted to one end portion of an intermediate shaft, and a sliding type constant velocity universal joint, coupled to a differential, mounted to the other end portion of the intermediate shaft. The drive wheel bearing assembly is characterized in that one end portion of a stub shaft is connected to an inner joint ring of the aforementioned constant velocity universal joint via torque transmission portions; one end portion of the intermediate shaft is connected to the other end portion of the stub shaft via torque transmission portions; a threaded portion is formed on an outer diameter portion of either the intermediate shaft or the stub shaft; a nut member threadedly engages the threaded portion; and a keeper ring is fitted into annular grooves formed on the other outer diameter portion of the intermediate shaft or the stub shaft and an inner diameter portion of the nut member to allow the nut member not to move axially but to be rotatable. Furthermore, the aforementioned drive wheel bearing assembly comprises a stub shaft connected to an inner joint ring by means of serrations formed on an outer diameter portion of the one end thereof and a clip and

connected detachably to the intermediate shaft by means of
serrations formed on an inner diameter portion of the one
end thereof and a clip. The drive wheel bearing assembly
is characterized in that an enlarged diameter portion of a
5 boot is mounted to the outer diameter portion of the other
end portion of the stub shaft, and the inner diameter of
the other end of the stub shaft is made larger than the
outer diameter of the one end. Furthermore, in the
aforementioned drive wheel bearing assembly, an allowable
10 plunging H_1 to the bottom portion of an outer joint ring of
the aforementioned sliding type constant velocity universal
joint is set, at the time of a minimum operative angle of
the sliding type constant velocity universal joint, to a
dimension $(K_1 + L_1)$ which is equal to the width K_1 of the
15 inner joint ring of the fixed type constant velocity
universal joint added to a projection L_1 above the edge
surface of the inner joint ring of the intermediate shaft.
The hub ring and the inner ring are integrally unitized by
means of a plastic engagement portion, caulked portions or
20 the like. The outer joint ring of the constant velocity
universal joint is coupled to the hub ring in a torque-wise
manner via the serrations. An keeper ring is mounted
detachably to the serrations to prevent the serrations from
being axially dislodged and to allow the keeper ring to be
25 easily snapped in place detachably.